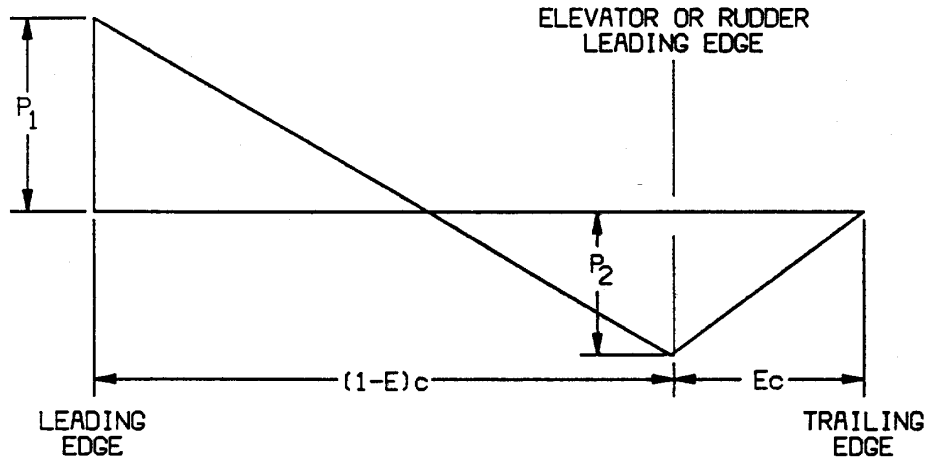


FIGURE A7—CHORDWISE LOAD DISTRIBUTION FOR STABILIZER AND ELEVATOR OR FIN AND RUDDER



$$P_1 = 2 (\bar{w}) \frac{(2 - E - 3d')}{(1 - E)}$$

$$P_2 = 2 (\bar{w}) (3d' + E - 1)$$

where:

\bar{w} =average surface loading (as specified in figure A.5)

E =ratio of elevator (or rudder) chord to total stabilizer and elevator (or fin and rudder) chord.

d' =ratio of distance of center of pressure of a unit spanwise length of combined stabilizer and elevator (or fin and rudder)

measured from stabilizer (or fin) leading edge to the local chord. Sign convention is positive when center of pressure is behind leading edge.

c =local chord.

NOTE: Positive values of \bar{w} , P_1 and P_2 are all measured in the same direction.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13097, Aug. 13, 1969; 34 FR 14727, Sept. 24, 1969; Amdt. 23-16, 40 FR 2577, Jan. 14, 1975; Amdt. 23-28, 47 FR 13315, Mar. 29, 1982; Amdt. 23-48, 61 FR 5149, Feb. 9, 1996]

APPENDIX B TO PART 23 [RESERVED]

APPENDIX C TO PART 23—BASIC LANDING CONDITIONS

[C23.1 Basic landing conditions]

Condition	Tail wheel type		Nose wheel type		
	Level landing	Tail-down landing	Level landing with inclined reactions	Level landing with nose wheel just clear of ground	Tail-down landing
Reference section	23.479(a)(1)	23.481(a)(1) ...	23.479(a)(2)(i)	23.479(a)(2)(ii) ...	23.481(a)(2) and (b).
Vertical component at c. g.	nW	nW	nW	nW	nW .
Fore and aft component at c. g.	KnW	0	KnW	KnW	0.
Lateral component in either direction at c. g.	0	0	0	0	0.
Shock absorber extension (hydraulic shock absorber).	Note (2)	Note (2)	Note (2)	Note (2)	Note (2).
Shock absorber deflection (rubber or spring shock absorber), percent.	100	100	100	100	100.
Tire deflection	Static	Static	Static	Static	Static.
Main wheel loads (both wheels) (V)	$(n-L)W$	$(n-L)W$ b/d	$(n-L)W$ a'/d'	$(n-L)W$	$(n-L)W$.
Main wheel loads (both wheels) (D)	KnW	0	KnW a'/d'	KnW	0.